P. W. (1954) Department

Ms SERIES.

G.O. No. 2224 (Copy)

Dated 24-6-1954

[Despatch Abstract.]

Communications- Roads- Roads other than National Highways - Execution of certain road works outside Five Year Plan under special grant-in-aid scheme of Govt. of India — Orders issued

Copy of letter No.PL-15(12/53, dated 5th December 1953.

The Planning Commission propose to place at the disposal of this Ministry some additional funds for developing roads other than National Highways during the current Five-Year Plan period. It is intended to utilise these funds on the construction and development of roads of the following categories not provided alaready in the State's current five-year plan:-

i) interstate roads necessary for ensuring 'through' Communications;

ii) roads required for opening up new areas to which railway faciliti cannot be provided in the near future;

iii) roads which can contribute materia ly to rapid economic developme e.g. in hilly areas and certain recently merged territories havin valuable resources for exploitation.

2. In the case of roads complying with the above requirements for only part of the work has been provided in the existing Five-Year Plan, the remaining parts would be eligible for consideration for grants under the present offer.

3. It is requested that information regarding works coming under the categories mentioned in paras 1 and 2 above, for which the State Government desire to have finncial aid from the Centre, may be supplied in the following form:-

a) name and length of the road;

b) existing condition of the road;

c) works pertaining to the road already provided in the plan, if any, and the funds provided in the plan therefore;

d) new works (Not included in the existing plan) now considered necessary with their estimated cost;

e) amounts that can be spend on the works mentioned in (d) above during the current plan period;

f) amounts or proportion of cost that the State will bear from their Budget.

g) inter-State or economic importance of the proposed road.

4. It is requested that the information called for above should be supplied so as to reach this Ministry not latter than the 31st December 1953.

Copy of Government Memorandum No.105356-A/53-1, dated 8

Sub: Communications - Roads other than National Highway Plan of Planning Commission - Provision of additio Particulars called for by Government of India.

Ref: From the Government of India, Ministry of Transpor letter No.PL-15(12)55, dated 5.1.53.

* * *

A copy of the letter cited is forwarded to the C.

is requested to furnish not later than 20.12.53 the

alled for by the Government of India.

/True copy/

Copy of letter No.66701-C1-55-4, dated 21.12.1953. 3

From Sri K.K. Nambiar, B.E., M.I.E(Ind) Inst. H.E.(Eng) M.I.Mun.E(Eng) M.Am.Soc.C.E.M.R.San.I., Chief Engineer, Highways, Chepauk, Madras.

Sub: Communications - Roads other than National Highways - Five Year Plan of the Planning Commission Provision of additional funds - particulars - regarding

Ref: Government Memo.No.105356-A.55-1, R.W. dated 8.12.55.

The particulars called for in the Government Memorandum cited are furnished in the annexure to this letter.

ANNEXURE.

Sl. No.	Name of Road.	Length	Existing condition.	Works pertaining to the road already provided in the plan if any and the funds provided in the plan.	New works (Not included in the existing plan) now considered necessary with their estimate cost.	Rs.in lakhs.	Amount that can be spent on the works mentioned in Col.6 during the current plan period.	Amount of proportion of cost that the State will bear from their budget.	Inter State or economic import of the proposed road.
1.	2.	3.	4.	5.	6.	6(a)	7.	8.	9.
1.	SOUTH KANARA DISTRICT. Road from Darbe to Subramania via Wethi-Calcutta.	3207	Not an all weather road.	--	The road has to be improved to make it an all-weather road by usual constructing necessary culverts causeways and bridges.	3.61.	3.61.		This road will o up not served by railways only af the number of cr ing are bridged. This will also a facilities to hu dred of pilgrims visiting the fam temple at Subram A large area of tivable land no lying fallow can ught under ploug road access is p vided.
2.	MALABAR DISTRICT. Road from Kunnamangalam to Manjeri (via) Manaseri and Areacode.	25-4	Not an all weather road.	--	The road between Kunnamangalam and Areacode has to be formed and improved with necessary culverts and bridges. The portion from Areacode to Manjeri requires improvements.	13.60	10.00		This road will up areas to whic Railway faciliti are not provided This will also r lieve the conjes of traffic over Ferroke and Kall Bridges on Madra Calicut road. T

2.	3.	4.	4.	5.	6	6 (a)	7.	8.	9.
									commended under Part Scheme for 54-55.
SOUTH KANARA DIST.									
Road from Kalasa to connect Kadur Mangalore road near Balthankadi.	23-0	12 miles of road exising and the rest to be formed.	--	A road has to be newly formed and metalled for a length of 4 miles in Ghat sections. Improvements to the existing portion of road and provision of necessary culverts on the entire length of the road have be carried out.	13.50	10.00			This is a ghat road which will provide interstate Communications between Madras & Mysore. The road when developed will be useful mainl to the coffee plant of Mysore State.

Copy of letter No.105356 A/53-5/, dated 2nd January 1954.

Addressed to the Secretary to the Government of India, Ministry of Transport (RW), Jamnagar House, Shajehan Road, New Delhi-2.

Sub: Roads other than National Highways - Provision of funds for certain categories of road works - Particulars.

Ref: Sri Ranganathan's letter No.PL-15 (12)53, dated 5.12.1953.

• • • •

In continuation of this Govt.'s letter No.105356 A/53-4, dated 30.12.53, I am directed to furnish a list of works in the prescribed form, for which this Government desire to have financial aid from the Centre. I am to state that in view of the more pressing commitments under Irrigation and Power Development this Government have not been able to do even bare justice to road development and that they are not in a position to meet any portion of the cost of these works. I am, therefore, to request that full grants may be sanctioned for these works.

/True copy/.

Superintendent.

Sl. No.	Name of Road.	Length.	Existing condition.	Works pertaining to the road already provided in the plan if any and the funds provided in the plan.	New Work (Not included in the existing plan) now considered necessary with their estimate cost.	Lakhs.	Amount likely to be spent on the works mentioned in Col.6 during the current plan period.	Anticipation of cost that the State will bear from their budget.	Interest on the economic importance of the proposed road.
1.	2.	3. -	4.	5	6	6(a)	7.-	8.	9.
1.	BOMDILA DISTRICT.								
	Road from Dambe to Bulmamania via Kath-Calcutta.	38-7	Not motorable road.	--	The road is to be improved to motorable standard by constructing necessary culverts causeways and bridges.	3.61	3.61	--	This road will open up areas not served railways only after the number of cross are bridged. This also afford facilit to numerous of pil the fmou at mu mani of sul nd now lying ploug t i

Copy of D.O. from the M.L.As from South Kanara.
Addressed to the Chief Minister, Government of Madras,

Re: Bridges over Udyavar, Mulki and Pavanja between Udipi & Mangalore - Construction of.

Your are aware of the insistent public demand for the construction of the above three bridges to link up Mangalore and Udipi in South Kanara District. The Chamber of Commerce, the District Board, the District Congress Committee and the elected Representatives of the Assembly and Parliament have been pressing for it from time to time.

A distance of 36 miles between Mangalore and Udipi, in a thickly populated and fertile belt of the District is interspersed by four rivers out of which only one was completed last year by the State Government. The other bridges have not been taken up by the State Government for want of finance. Want of these bridges have considerably handicapped the development of Commerce and employment and we therefore, feel this should not be deferred on any account. With the construction of these bridges, one of the major obstacles in the problems of means of communication in the District would have been solved. In this area there is considerably unemployment. Taking up the execution of these works will go a long way in providing employment.

With the presentation of the current year's budget, we fully realise the State Government might not be able to take them up now or in the near fut We therefore, urge on you to recommend our case to the Centra Government, Ministry of Transport for their consideration without any committment to yourselves regarding the financial implications if necessary or in no way diminishing or interfering any allotment that has been made to the State. We trust and hope you will strongly recommend our case to the Central Government.

/True copy/.

Copy of letter No.17703 A/54-1, dated 8.3.1954.

Addressed to the Secy, to the Govt. of India, Ministry of Transport (Roads Wing)

Namnagar House, Shahjehanâ Road, New Delhi.

Sub: Construction of Bridges across Pavanje, Mulki and Udiyavar Rivers Between Mangalore and Udipi in South Kanara District.

As the Govt. of India are aware the South Kanara district is interspersed with a numberof rivers and streams flowing from East to West and consequently through road communications are lacking. Udipi is an important centre in the district and is approachable from Mangalore, the headquarters, without interruption, only by a round-about route, the district coastal road being intersected by four rivers. The lack of through communications in the district, especially between Udipi and Mangalore, has led to a good deal of agitation and to frequent representations from the local people and institutions. Out of the four river crossngs along the direct route from Mangalore to Udipi, one river, viz. the Gurpur rivr, has recently been bridged and the bridge was thrown open to traffic from 1.7.1952.

The total provision of Rs 10 crores proposed by the Composite Madras State for development of roads other than National Highways in the first Five Year Plan was cut down by the Planning Commission to Rs.5 crores in consultation with the State Government, taking into account the overall resources of the State that might be available for all development schemes of the State. Owing to lack of funds it has not been found possible to take up, whether with the assistance of the State's share of the Central Road Fund or otherwise, the brdiging of the following three crossings:-

1) The Pavanji river crossing at M.13/2 (Approximate cost Rs.11 lakhs).
2) The Mulki river crossing at M.18/4. (Approximate cost Rs.11.7 lakhs)
3) The Udayavar river crossing at M.33/5. (Approximated cost Rs.15.6 lakhs)

I t is however understood that the Govt. of India may be in a positic to find funds for the development of through communications in such cases. I am therefore to request that the Govt. of India may kindly allot funds for the three bridges schemes, (preferably) as grants to enable the State

the State Government to take up and execute the works expeditiously, to satisfy the insistant public demand and at the same time create em ment facilities in the area. These bridges become absolutely inescapable, unless the proposal for the conversion of Malti into a major (vide remarks of west coast major part department).

I am to add that the State Govt. would appreciate the favour of an early reply.

/True copy/.

Superintendent .

opy of letter from T.A.Pai, dated 19thbApril 1954.

ddressed to T.M.S. Mani, Esq., I.C.S., Secretary, Public Works Department,
Government of Madras.

. . . .

Will you kindly let me know whether any communication from the entral Government has been received by you in connection with allotment or bridges in South Kanara and if you have already received the communicati hether any conditions have been attached to this allotment.

With regards,

/True copy/.

Superintendent.

Copy of letter No.17703 A/54-3, dated 23.4.54.

Addressed to Sri T.A. Pa i, B.Com.(Bom) A.I.I.B, M.L.C., Udipi, South Kanara

Sub: Bridges across Pavanji, Mulki and Udiyavar rivers.

Ref: Your D.O. letter dated 19.4.1954.

. . . . .

I am directed to state that a communication in the matter has not yet been received from the Government of India.

A.J.C.
22/4/54.

/True copy/.

Copy

From Shri K. Ranganathan, Under Secretary to the Government of India.

Sub: Additional funds for road development.

.....

I am directed to refer to your letters, Nos. 105556 A/53-5, and No.17703-A/54-1, dated the 2nd January & 8th March 1954 respectively forwarding proposals for financial assistance by the Central Government for road development schemes not already provided for in the State's existing Five Year Plan. These proposals have been examined by the Government of India and 20 schemes estimated to cost about Rs.158.04 lakhs, as indicated in the attached statement, have been selected for grants-in-aid by the Centre.

2. In view of the large demands received from State Governments and the limited sum available for grants-in-aid, it has not been possible for the Government of India to meet the demand of the State Government in full and only essential schemes falling under the categories described in para 1 of this Ministry letter No.PL.15(12)53, dated the 5th December 1953, have been selected for financial assistance, bearing in mind the need for developing a well co-ordinated system of roads. Grants will be made by the Central Government towards the cost of the schemes to the extent indicated in the enclosed statement and the total grant will be restricted to a sum or Rs.158 lakhs. Any excess over this amount will have to be met from the State's own resources.

3. Work should not be commenced on any of the selected schemes without the prior technical approval and financial sanction of the Central Government to the detailed estimates for the work. Expenditure from the grants approved for the selected works will be admitted only after such technical approval and financial sanction have been accorded by the Central Government. I am to request that detailed estimates and plans for each of the selected works may be prepared immediately, if not already ready, and forwarded to the Government of India for technical approval and financial sanction.

4. The selected schemes are intended for execution during 1954-55, 1955-56, and the first two years of the second five-year plan period. Funds will be allotted by the Government of India each year to meet their share of expenditure on sanctioned works, i.e. works the estimates for which have been technically approved and financially sanctioned by the Central Government, upon application being made by the State Government concerned. It may be stated that the programme as prepared for the whole country assumes that half the estimated cost of all the works combined will be spent during the current plan period

(1)	(2)	(3)	(4)	(5)
1.	Road from Danbe to Subramanie via Kaethi-Calsutta (Improvement to an all-weather standard)	3.61	Nil.	3.61.
2.	Construction of a bridge at K.13/2 of the Mangalore-Udipi Road over Pavanji River (South Kanara Dist.)	11.00	-do-	11.00
3.	Construction of a bridge at K.19/4 of the Mangalore-Udipi Road over Netravati River (South Kanara Dist.)	11.70	-do-	11.70
4.	Construction of a bridge at K.33/5 of the Mangalore-Udipi Road over Gurpur River (South Kanara Dist.)	15.60	-do-	15.60

Copy of G.O.Ms.No.2224, Public Works Department, dated 24.6.1954.

Sub: Communications - Roads - Roads other than National Highways - Execution of certain road works outside Five Year plan under special grants-in-aid scheme of Government of India - Orders issued.

Ref: From the Government of India, Ministry of Transport (Roads Wing) letter No.PL.15(12)55, dated 6.5.54.

The Government approve the execution of the works selected by the Government of India in their letter cited. These works should be commenced only after obtaining the technical approval and financial sanction of the Central Government to the detailed estimates for each work. The Chief Enginner(highways) is requested to send detailed estimates and plans for the works to the Government in the Public Works Department for obtaining the technical approval and financial sanction of the Government of India.

/True copy/.

Copy of Public Works Departments'(A.2) Note for circulation.

Sub: Communications - Roads other than National Highways - Provision of additional funds for construction and development of roads outside Five Year Plan.

... ..

In December 1953, the Government of India, Ministry of Transport (Roads Wing) informed all State Govts. that the Planning Commission had proposed to place at the disposal of the Minist4y some additional funds for developing roads other than National Highways during th current Five Year Plan period, from 1953-54 to 1955-56 and that they intended to utilise these funds in the construction and development of roads of the categories specified below which are not provided for already in the current Five Year Plan of the State:-

1) Inter-state roads necessary for ensuring 'through' communications;

2) roads required for opening up new areas to which railway facilities could not be provided in the near future;

3, roads hich could contribute materially to rapid economic development, e.g. in hilly areas and certain recently merged territories having valuable resources for ~~exploitation~~.exploitation.

The Government of India stated that in the case of roads complying with the recuirements mentioned above for which only part of the work had been provided in the existing Five Year Plan, the remaining parts would be eligible for consideration for grants under the present offer. The requested that information regarding the works coming under the categories mentioned above, for which the State Government desired to

2. This Government forwarded to the Government of India a list of 28 works estimated to cost Rs.135.28 lakhs and requested them to sanction full grants for these works. The Government of India have selected 19 out of 28 works proposed by this Government and one another new work, all estimated to cost Rs.138.04 lakhs for grants-in-aid by the Centre. They have agreed to sanction full grants for these 20 works subject to a maximum of Rs.138 lakhs. They have stated that any excess over the grant of Rs.158 lakhs will have to be met from the State's own sources and that works should not be commenced on any of the Selected schemes without obtaining their technical approval and financial sanction to the detailed estimates for the work. These works are intended for execution during 1954-55, 1055-56 and the first two years of the Second Five Year Plan period.

3. The list of works selected by the Government of India is appended. This list gives the name of each work, its estimated cost and the amount of grant sanctioned by the Government of India. The Chief Enginrer(Highwasy) has been instructed to prepare immediately plans estimates for all these 20 works and send them to this Government for obtaining technical approval and financial sanction of the Government of India. Some of these works are to be executed by District Boards.

Advance grants may have to be sanctioned to the District Boards to enable them to meet the cost of the works to be undertaken by them and the expenditure recouped later from the grants made by the Governme of India.

Orders permitting the C.E.(H) to take up the execution of these works, after obtaining the technical approval and financial sanction of the Government of India to the estimates for the works, have been issued with the approval of M(W), M(L.A), M(F & E) and Chief Minister.

4. A copy of this note may be circulated to other Ministers who have not seen the case and to Chief Secretary and Finance Department.

/True copy/.

Superintendent.

Copy of letter No.PL-15(12)53, Ministry of Transport Roads Wing.

From Shri K. Ranganathan, Under Secretary to the Government of India.

Sub: Additional funds for road development.

. . . .

I am directed to ~~xxxx~~ refer to this Ministry's letter No.PL-15 53, dated the 6th May 1954, on the above subject.

2. The question was ~~xxxx~~, at the meeting of Chief Engineers and Principal Engineering Officers held at Bangalore on the 8th and 9th June 1954, whether the Government of India would pay agency charges in respect of the road works undertaken by State Governments against the grants offered in the above-mentioned letter. As these are grant-in-aid works, there is no question of the Government of India paying establishm or tools and plant ~~xxxxxxxxxx~~ charges to States for their execution, but there is no objection to provision for the usual work charged establ ment charges being included in the estimates for these works. I am to suggest that necessary instructions may please be issued to the Chief Engineer Principal Engineering Officer concerned.

/True copy/.

Public Works Department

ENDORSEMENT NO.58764 A/54-1, dated 28.7.54.

Copy communicated to the Chief Engineer(Highways) for information.

/True copy/.

Superintendent.

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Public Works (A-2)

Sub: Communications - Roads other than National - Highways - Five Yea of Planning Commission - Provision of additional funds for const and development of roads - List of works called for.

Ref: From the Government of India, Ministry of Transport (Roads wing) letter No.PL-15(12)55, dated 5.12.1955.

From the C.E.(H)letter No.66701-C1/55-4, dated 21.12.1955.

...

The Government of India, Ministry of Transport have informed all State Governments that the Planning Commission has proposed to pl at the disposal of the Ministry some additional funds for developing roads other than National Highways during the current Five Year Plan period. They intend to utilise these funds on the construction and development of roads of the categories specified below which are not provided already in the State's current five year plan:-

i) Inter-State roads necessary for ensuring 'through' communications;

ii) roads required for opening up new areas to which railway faciliti cannot be provided in the near future.

iii) roads which can contribute materially to rapid economic develop e.g. in hilly areas and certain recently merged territories ha valuable resources for exploitation.

The Government of India have stated that in the case of roads, complying with the requirements mentioned above for which only part of the work has been provided in the existing Five Year Plan, the rem ing parts would be eligible for consideration fo grants under the pr offer. They have requested that information regarding works coming under the categories mentioned in paras 1 and 2 of their letter for which the State Government desire to have financial aid from the centre, may be supplied in the form prescribed in para 5 of their letter so as to reach them not later than 31.12.1955.

2. The C.E.(H) has submitted a list of 38 works in the prescribed form for consideration under the present scheme. The list is at pag 11-17 c.f. The total estimated cost of these works is Rs.151-25 lakhs and the probable expenditure on them during the current plan period (i.e. from 1955-54 to 1955-56) is Rs.106.188 lakhs. The C.E

has, however, not indicated the proportionate cost that will be met from State fund. Finance may be requested to indicate with reference to the financial position of the State what percentage of the cost of the works can be met from State funds.

5. The works now proposed by the C.E. relate either to the formation of new roads or improvement to existing ones. The estimated cost of these two types of works is indicatedbelow:-

	Rs. in lakhs.
1) Formation (152 K-5F)	85.22
2) Improvement (Metalling cement concrete, black topping and bridgging)	66.03
Total	151.25

Of the 33 works in the list , 4 works (items 4, 5.8 and 10) have already been sanctioned, either under Post War Road Development or under the Central Road Fund programmes, Items 4 and 5 do not satisfy the conditions laid down in paras 1 and 2 of the Govt. of India's letter as these works have a run already been sanctioned under the State Five year road plan.

The following remarks are also called for on individualitems works in the list:-

Item (1) page 11.c.f. Bodinaickannur -Bodinettu Road.

The Govement of India have been requested separately to sanct full grant for the work from the Inter-State Road Fund and their reply is awaited. This may, however, be retained in the present list.

Item (2) page 11 c.f. Koddikonal - Kannar Road.

The C.E. (H) previously reported that it was not worthwhile improve this road as an all weather or to develop it for tourist traf and that it would be sufficient to maintain it as a fair weather earthern road.

This was accepted by Govt. and the C.E. was permitted to maintain the road as a fair weather road, instead of allowing it t get obliterated. The Govt. of Travancore Cochin have also stated that the road is not of any importance to the Public of their State. But considering its strategic importance and in view of the fact that

Govt. are maintaning the portion of the road in this State, they agreed to maintain the portion of the road lying within their St in such a way as to avoid re-construction at a later date. The has now stated that when improved the road will not only facilit inter-State communcation between Madras and Travancore-Cochin St but also will attract tourist traffic to Mannar - Hill Station is, therefore, for consideration whether this item may be retain list.

Item (4) page 11 c.f . Peringottukurussi to Cochin Frontier.

In G.O.No.2410 L.A. dated 30.11.49 the Govt. sanctioned the work forming the Peringottukurrusi road at an estimated cost of Rs.1(under the P.W.R.D. programme. As the entire work is included i State Five Year Plan of the Planning Commission, this work cann seems be included in the present scheme. The C.E. has stated though the work had been sanctioned, it has not yet been taken execution. H.E.L.A. may be requested to state whether it may b in the list.

Item (5) page 12 c.f. - Road to Kolli hills.

This work was sanctionedin G.O.No.1614 P.W. dated 27.4.195 at an estimated cost of Rs.24 lakhs under the P.W.R.D. programm The entire works included in the State Five Year Plan of the P Commission. Therefore this cannot, it seems, be included in presant scheme. The C.E. has reported that the estimates of t is under preparation and only Rs.2,300 has been incurred on it this road will help to improve the conditions of hill tribes for consideration whether this work may be retained in the lis

Item (8) page 12 c.f. - Mannarghat Chinnathadagam.

This work has already been sanctioned at an estimated of Rs.10 lakhs. The Govt. of India have approved the debit of

p.t.o.

Rs.10 lakhs to the State Allocations of the C.R.F. The C.E. has reported that the investigation of the work has been completed and that the estimate for the work is under scrutiny in his office. This item may be retained.

Item (9) page 13 c.f. Road from Kunnamangalam to Manjeri.

The C.E. proposed this work for consideration under Part II scheme for 1954-55, but this Department have not accepted his proposal. The C.E. has reported that this road will open up areas to which railway facilities are not provided besides relieving congestion of traffic over Ferokke and Kallai Bridges on Madras-Kozhikode Road. In view of this item may remain in the list.

Item (10 page 13. c.f. - Pannaikadu Mangalacombu Road.

The length of road to be formed is 5M 3 F. A portion of this road, i.e. 2M 7F has already been sanctioned by the Govt. under the C.R.I programme at a cost of Rs.96,500. The amount now required e.g.Rs.1-04 lakhs is for forming the remaining portion of the road. This may be retained.

Item (11) page 15 c.f. - Kalasa to connect Kadur Mangalore Road.

The Mysore Govt. are interest in the formation of this road. On an enquiry from that Govt. regarding the formation of the road lying within the limits of this State the C.E. has reported that this road will pass through sparsely inhabited areas and will be mainly useful to the Coffee planters of Mysore State, and that it is not worth spending large amount on the formation of this work. He has also reported that the cost of improving the existing road in the plain portion and for forming the Ghat road from the foot of the hill to State frontier will come to Rs.13.5 lakhs. It is proposed to accept the view of the C.E.(H) and to inform the Mysore Govt. accordingly.

As the road is of inter-State importance the proposal of C.E.(H) to clude this item in the presentlist may perhaps be approved.

Item (15) page 14 c.f. - Road from Kovelong to Mahabalipuram.

The Govt. of India have suggested that the full benefits of the Kovelong bridge cannot be realised by the villagers living in the

in the stretch of land extending between Mahabalipuram and Kovelong unless a pucca road is constructed between these two placed and that if t Government desire to construct this road it may be included in the next list of works proposed to be financed from the State allocations o the C.R.F. This list is awaited from the C.E. This may, however, be retained in the present list.

Item (58) page 17 c.f. - Bridge near ~~Kuuum~~ Kannamangalam.

This work was proposed by the C.E. for consideration under Par Scheme for 1954-55 and his proposal has been approved in circulation. But it cannot definitely be statednow whether the work will be finall approved in circulation. But it cannot definitely be stated now whether the work will be finally approved by the Govt. This item may, therefore, be retained in the present list.

No special remarks are called for in regard to the remaining item in the list.

4. With reference to the remarks of the Finance Secretary at page 1 c.f. it is submitted that the C.E. (H) has included the road required in the Attapaddy valley in the list now vide item 8 on p. 12 He has not, however, included any of the works on the West Coast Road in the list. This may be presumably due to the fact that on a separate reference received from the Govt. of India early in April 1953, this Government have forwarded to them a list showing the works to be incl in the programme for the development of West Coast Road, during the current five year period ending 1955-56. The total cost of these wo is estimated at Rs.180 lakhs and the Govt.of India's share of these works comes to about Rs.83-92 lakhs. The approval of the Govt. of India to this programme is still awaited.

5. After orders are passed the file may be sent to H.H.L.A. and

Of the 58 works in the list at p.p.11-17 c.f. proposed by the 19 works (i.e. items 1,7 to 10, 12, 19 to 22, 27 to 32, 34, 35, 38) comply with the requirements in paras 1 and 2 of the Govt. of India's letter at pp.1-2 c.f. Items 4 and 5 in the list also satisfy these requirements but these two works have already been sanctioned under the State Five Year Plan. They have, however,not yet been taken up for execution.

The total cost of works on Government roads other than N.H. sanctioned under the State Five Year Plan in various stages of progress is Rs.200.11 lakhs as against Rs.112,52 lakhs made by the Planning Commission. It will not be possible in the ordinary course to execute the two P.W.D. works during the current plan period without financial aid from the Centre. These two works may also, therefore, be included in the list of works to be sent to India.

All the 21 works mentioned above may be proposed to India for financial aid under the present scheme. The cost of these works comes to Rs.63.69 lakhs and the probable expenditure on them during the current five year plan period comes to Rs.67-.9 lakhs.

The Govt. of India expect this Govt. to meet a part of expenditure of the works proposed for financial aid under the present scheme. In view of the present financial stringency it may not be possible for this Govt. to meet any portion of the cost of the works. The Govt. of India may, therefore, be requested to sanction full grants for the works. If, however, they decline to give full grants, as a matter of policy, then they may be requested to sanction a loan to meet this Government's share of cost.

To the roads mentioned by D.S. at 'A' at p. 8 ante. I would add No 2 and 5 at p. 11 c.f. on this definitely an interstate road and will grant State Commerce and for the reason given at p. 7 ante 35 which is an inter-State road of some importance.

2. We must say that in view of the more pressing commitments under Irrigation and Power Development we have not taken able to do even bare justfice to wards development and local we are not in position to bear any portion of the cost of these schemes. W leame it to the centre to offer a loan for part of the cost remain after giving grants. We need not mention any thing about a loan

H.E.L.A.

This file deals with the question of furnishing information the Govt. of India regarding works which may be financed from the additional funds to be placed by the Planning Commission at the d posal of the Ministry of Transport for development of roads other National Highways during the current five year plan period (1951-5 to 1955-56). The C.E. (H) has furnished on pp.11.17. c.f. a list of works in the form prescribed by the Govt. of India on p.2.c.f Of the 58 works recommended by the C.E.(H) P.W.D. propose that 23 works, namely items 1 to 3, 7 to 10, 12, 15, 19 to 22, 27to 32, 33 34, 36 and 38 might be recommended to the Govt. of India for financial aid under the present scheme. This Deptt. may accept the proposal of P,W.D. so far as these works are concerned.

2. As regards item (4) namely, "formation of a road from Peringottukurrussi to Cochin Frontier" (1 m. 6 f) Dy. Secy. P.W.D. suggested that it might be recommended to the Govt. of India as it satisfied the requirments and as it has not yet been taken up for exectuion though sanctioned under the State Five Year Plan. Secy., P.W.D. has remarked that as the work is provided for in the plan it cannot be proposed now to the Govt. of India. It may be stated in this connection that what is provided for in the 5 year plan is the formation of a village road to a length of 1 mile 6 flgs. According to the present proposal of the C.E.(H) the road has to be newly fromed and a submersible bridge across Peringottuk

road has to be constructed. Attention is in this connection solicited to the papers in Memo. No.43105 E/51-10, dated 9.4.53, especially to the D.O. from Sri K.R.K. Menon I.C.S. to the Chief Secretary. The of constructing a bridge on the new Village road could not be includ in the plan as the Dt. Board was not willing to include it in the Year Plan deleting some other less important works already in the p It was not also possible to include in in the list of works to be financed from the Central Road Fund. For want of funds, the Malabar Dt. Board is not likely to take up the work of forming the road duri the current five year plan period. In view of the importance and ur of the work, this Deptt. may suggest that this item also may be incl in the list of works to be sent to the Govt. of India for financial a under the present scheme.

3. As regards item (6) formation of road to Yellgiri Hil attention is solicited to the papers in Memo. No.29885/53-2F, dated 1 in which the President, Yellagiri Farmers' Association has been infc that the work of forming a road up to the Yellagiri Hills will be con for inclusion in the next list of Central Road Fund works while drawi up that list. The formation of this road also seems to be urgent and important as it will develop 25 sq. miles of arable lands and provide hundreds of excellent building sites. It is reported that this will also benefit the isolated and primitive Hills tribes numbering at least 2,000 residing in 12 villages. This Deptt. may suggest that this item may also be included in the list of works to be sent to the Govt. of India.

The file deals with the question of furnishing informati to the Government of India regarding road works for which this Government desire financial aid from the Centre.

2. The Government of India, Ministry of Transport have informed all State Governments th t the Planning Commission has proposed to place at the disposal of the Ministry some additional funds for developing roads other than National Highways during the current Five Year Plan period, i.e. 1953-54 to 1955-56. They intend to utilise these funds on the construction and development of roadsof the categories specified below which re not provided already in the State's current Five Year Plan

i) Inter-State roads necessary for ensuring 'through' communications;

ii) Roads required for opening up new areas to which railway facilities cannot be provided in the near future;

iii) Roads which can contribute materially to rapid economic development e.g. in hilly areas and certain recently merged territories having valuable resources for exploitation.

The Government of India have stated th t in the case of roads, complying with the requirements mentioned above for which only part of the work has been provided in the existing Five Year Plan,the remaining parts would be eligible for consideration for grants under the present offer. They have requested that information regarding works coming under the categories mentioned bove for which the State Government desire to have financial aid from the Centre may be supplied in the form prescribed at 'C' on page 2 c.f. so as to reach them not later than 31.12.53.

3. The Chief Engineer (Highways) submitted a list of 38 works in the prescribed form for consideration under the present scheme. The list is at pages 11-17 c.f. After examining the Chief Engineer's proposals this Department have proposed that 23 works, namely items 1 to 3, 7 to 10, 12, 15, 19 to 22, 27 to 34, 36, and 38 in the list, may be recommended to the Govt. of India for financial aid from the Centre under the present scheme. The Department have considered that items 4 and 6 in the list cannot be proposed as they

are provided for ~~xxxx~~ in the State current Five Year Plan, and the oth items in the list do not satisfy the conditions mentioned in para 2 on page 13 ante.

The Government of India expect the State Government to bear a portion of the cost of these works. This Department have proposed to i form them that in view of the more pressing commitments under Irrigat and Power Development this Gover-ment have not been able to do even ba justifice to road development and that/~~xxx~~ this Government ~~xxxxxxxxxx~~ are not in a position to bear any portion of the cost of these schemes, and to leave it to the Centre to offer a loan fo part of the cost remaining after giving grants.

4. H.E.L.A. have accepted the ~~xxxx~~ proposal of this Department so fa as these works ~~xxx~~ concerned. For the reasons given in para 2 of their note H.E.L.A. have suggested that item 4 amy be included in the list of works proposed to be sent to Government of India. They have also sta·ed that item 6 in the list, i.e. formation of road to Yellagiri Hi seems to be urgent and important as it will developnabout 25 so. miles of arable lands and provided ~~xxxx~~ndreds of excellent building sites. Th have, therefore, suggested this work may also be included in the list. Finance Secretary has seen the case.

5. The suggestion of H.E.L.A. in para 4 may be accepted. The cos of the 25 works now proposed comes to th Rs.96.98 lakhs and the probab expenditure on them during the current Five Year period come to Rs.71.2 ~~xxx~~ lakhs. A draft letter of India~~x~~ furnishing necessary information in re of the 25 works referred to at 'c' on page 14 ante. and in para 4 is submitted for approval.

6. The file may be circulated to M(W) and M(LA) for approval of the draft letter.

/True copy/.

Superintendent.

a) National Highways five year programme.

2) Roads other than National Highways to be executed outside the Five Year Plan, with special financial aid from the centre.

2. Item (a) above. Ten addtional works at an estimates cost of Rs.97-88 lakhs have been forwarded to the Govt. of India for inclusion in the 1st Five Ye ar Plan - vide pp. 15 c.f. and the list at pp.7-1 3 c.f. of L.F.I. It will be seen that this additional list does not include any item in respect of S. Kanara district.

Item (b) above. The list of road works relating to inter-State communications areas inhabited by Tribal folk, and areas not served by Railways, forwarded to the Govt. of India for execution with special help from that Govt., is contained at pp.23-26 c-f- enclosed with the letter at p. 21 c.f. of L.F. II. This list contains only one item relating to S. Kanara - vide item 6 and p. 25 c.f. of L.F.II. That is for forming on all-weather road from Darbe to Subramani via Nethi- Calcutta, over a length of 33 miles, at an estimated cost of Rs.3.61 lakhs. This work involves the construction of number of bridges, culverts and causeway (details of which are not available) The work after completion is expected to serve an area not covered by railways. This route is expected to afford facilities for pilgrims visiting the famous temple at Subramania. The only other works proposed by the C.E.(H) relating S. Kanara in this connection, relates to the formation of an Inter-State road from Kalasa in Mysore to connect the Kadur Mangalore road in S. Kanara, at an estimated cost of Rs.13.5 lakhs vide item 11 on p.13. c.f. of L. F . This work was not recommended to the Government of India.

With reference to Secretary's further instruction the following note is added:-

Of the four rivers in the S. Kanara between Mangalore and Uddippi on the coast one river, viz. Gurupur near Kdudr, has been bridged recently and hrown open for traffic from 1.7.1952.

These re the following three other rivers yet to be bridged between Mangalore and Udippi along the coast:-

1) The Pavanji river at M.13/2 of the road.
2) The Mulki river at M.18/4 of the road.

These works are not included in the Five Year Plan. The question of taking up the works was considered more than once in the recent past, on representations ecived from the Kanara Chamber of Commerce, Kulki Firka Ad-hoc Committee and from a number of other people form S. Kanara and it washeld that works not included in the Five Year Plan should wait and that all or some of them might be included in the next list of schemes to be finance d from the C.R.F. allocations. The C.E.(H) has also been instructed accordingly. The estimated cost of these works are not yet known.

2. Another representation of the Kanara Chamber of Commerce made in 1952 related to construction of a bridge over the Netravati river at the Southern boundary of Mangalore. As a separate road bridge would be too probitive, a proposal for providing road decking over the Ullal Ry. Bridge across the Netravati river Mangalore has been made by the C.E. (H)., at an esimated cost of Rs.10.50 lakhs. Though this proposal may not be quite satisf ctory, it may perhaps be made possibel to serve as an alternative route . The plan at 'X' may also be perused in this connection

A.J.C.
2/3/54

A draft letter is also submitted below as directed below. It may be sent to Finance for perusal.

A.J.C.
5/3/54.

A copy of the letter at (H) was given to me by H.(I.L.C) with the comment that some people of the South Kanara district had been agitating at Delhi the question of construction of bridges on the direct coastal road from Mangalore to Udipi and that those gentlemen had indicated that Sri Alagesan promised to assist the State with funds if the State would send a request to that effect.

H(F&E) who sent for me the day before yesterday also indic ted that according to the South Kanara gentlemen there was every prospect of getting funds from the Govt. of India for the 5 bridge works.

p.t.p.

2. I explained to both Ministers that our programme was full up and was a farily balanced one, but that more work could be under taken if larger funds could be made available. There had been no indivation that the Central Govt. were in a position to find funds for bridge works in South Kanara district in particular. The whole matter might have been a case of the wish being father to the thought. In any event, the procedure of asking for funds in respect of works in a particular district did not seem to be equitable. There might be more important and more urgent works elsewhere and if by canvassing certain districts were to get priority in Delhi, the whole matter wouldbecome one of influence getting the better of equity. But unfortunately, Delhi is rather inclined to be conciliatory where there is mauch influential ~~xxx~~agitation.

However, I see no great harm in making an application for funds on the ~~xxxxxx~~ assumption that what the the South Kanara gentlemen have intimated is correct.

3. I have revised the draft and to save time (It is understood from M.(F & E) that our request must reach Delhi well before the 15th of March). I am marking the case direct to Finance Secretary in circulation.

I have suggested some amendments to the draft .

Public Works Secretary.

It must be understood that this should be completely a free grant for the Govt. of India.

I agree with M(U).

C.Subramaniam
7/3/54.

/True copy/.

Superintendent.

Copy of Public Works Department's Note for circulation.

The file deals with the question of utilising the special grants-in-aid offered by the Government of India for certain categories of road works.

2. In December 1953 the Government of India Ministry of Transport (Roads Wing) informed all State Governments that the Planning Commission had proposed to place at the disposal of the Ministry some additional funds for developing roads other than National Highways during the current Five Year Plan period, i.e. 1953-54 to 1955-56 and that they intended to utilise these funds on the construction and development of roads of the categories specified below which are not provided for already in the State's current Five Year Plan:-

1) Inter-State roads necessary for ensuring 'through' communications;
2) roads required for opening up new areas to which railway facilities could not be provided in the near future;
5) roads which could contribute materially to rapid economic development, e.g in hilly areas and certain recently mereged territories having valuable resources for exploitation.

The Government of India stated that in the case of roads complying with the requirements mentioned above for which only part of the work had been provided in the existing Five Year Plan, the remaining parts would be eligibel for consideration for grants under the present offer. They requested that information regarding the works coming under the categories mentioned above for which the State Government desired to have financial aid from the Centre might be supplied in the prescribed form.

This Government at first forwarded to the Government of India list of 25 works estimated to cost Rs.96.98 lakhs and requested them to sanction full grants for these works. Subsequently the Government of India were also requested them to sanction full grants for these works. Subsequently the Government of India were also requested to sanction full grants for the three bridges, estimated to cost Rs.58-50 lakhs, across the Pavanji, Kulki and Udayavar rivers in South Kanara District. The Government of India have selected 20 works estimate to cost Rs.158-04 lakhs for grants-in-aid by the Centre - vide statement at pages 55-55 c.f. They have agreed to sanction grants for these works to the extent indicated

p.t.o.

in the statement at pages 53-55 c.f. the total grant being restricted to Rs.158 lakhs. They have stated that any excess over the grant of Rs.158 lakhs will have to met from the State's own sources and the works should not be commenced on any of the selected schemes without obtaining their technical approval and financial sanction to the detailed estimates for the work. They have requested that detailed estimates for each of the selected works may be prepared immediately and sent to them for their approval. They have also stated that the works are intended for execution during 1954-55, 1955-56 and the first two years of the Second five year plan period.

5. Out of 28 works proposed by this Government the Govt. of India have selected only 19 works (items 1 to 12, 21, 23, 23 and in the list on pages 23-26 c.f. and 3 works mentioned in the letter on pages 41-42 c.f.) The works which are not selected by the Govt. of India are those in items 15 to 20 and 24 in the list on pages 25-amounting to an estimate of Rs.5.24 lakhs - vide p. 26 c.f. One work namely 'Arkonam Tiruvellore road' selected by the Government of India (Item 16 on page 55 c.f.) estimated to cost Rs. 6 lakhs has not been proposed by this Government. It has, however, proposed to execute this work, now, as the Central Govt., apparently at the instance of the Central Ministry/// has intended the work.

The Chief Engineer (Highways) has been instructed to prepare immediately detailed estimates and plans for the 20 works selected by the Government of India.

p.t.o.

4. Of the 20 works selected by the Government of Indi , 6 works i.e. items 4,5,6,12, 16 and 20 in the list of pp.-55 c.f. are to be executed by District Boards nd the remaining 14 works by the Government.

Finance have advised that 'New Service' procedure must be followed in the present case before taking up the works for execution as the expenditure is to be met from the consolidated fund of the State in the first instance and no provision is made for them in the budget for 1954-55. They have also advised that the various works selected by the Government of India may be considered as constituting a single scheme for the prupose of following the 'New Service' procedure, They have sta ed that a separate fin ncial procedure is not necessary in respect of works to be executed by District Boards nd th t advance grants may have to be sanctioned to the District Boards to enable them to meet the cost of the works to be undertaken by them and the expenditure recouped from the grants mde by the Government of India. They have also suggested that short circuit procedure for extremely urgent cases, viz. sanctioning the scheme with the approval of M(T), M(F & E) and C.M. but without referring it to the Standing Finance Committee and the Cabinet, may be adopted in the present case.

5. The file may be circulated to M(T), M(L.A) M(F & E) and C.M. for approval of the porposal to take up the 20 works (estimates cost Rs.158-04 lakhs) selected by Government of India for execution and to meet from State Funds expenditure, if any, required over and above the grant of Rs.158 lakhs sanctioned by Government of India.

'A.' at p.55 ante.

The Govt. of India's inclusion of Arkonam - Tirivellore road estimated to cost Rs. 6 lakhs which has not been proposed by this Government in the list is something aginst which we should protest, though we have nothing particulrly against the construction of this road We must have the right to decide the priorities in the matter of constructing the roads within the State, though the Govt. of India is providing us with the funds. Looking at it from another angle also

p.t.o.

11/

...is not a desirable practice because persons in the State who obviously influenced the Govt. of India to sanction this road will ... be ill on that they can manage things without going through the State overnment.

In this case where we are getting a free grant it would ... e in appropriate and unnecessary to protest against the inclusion ... y the Centre, suo moto, of the one item of work.

The execution of the works may be approved following the ... ircuit procedure.

2/6/54.

I agree with the Secretary. If this practice becomes ... too numerous then we can raise the ... end protest.

/True copy/.